DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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Shining like a Christmas tree the "DAL Kalahari" (6,600 TEU) is shown on a rare visit to the Port of Hamburg's Eurogate container terminal. The vessel is employed in the Europe - South Africa trade and a familiar sight at the Cape. Nowadays her northernmost port is Bremerhaven, which is a bit of a pity because the Eurogate terminal is within sight of Deutsche Afrika-Linien's headquarters on the opposite side of the River Elbe. But the tight schedule of the South Africa Europe Container Service SAECS, a vessel sharing agreement with our partners Maersk and ONE, allows us to call at only one port in Germany. So, let's see this beautiful image as a Christmas greeting to all readers of the DAL/JTE News on board and ashore. (Photo courtesy OMU)

Chemical tanker triplet enlarges John T. Essberger fleet

Second-hand 9,200 dwt stainless-steel vessels fit nicely into the E&S Tankers portfolio

By purchasing three second-hand 9,200-dwt stainless-steel chemical tankers, John T. Essberger has enlarged and rejuvenated its fleet. The ships will be in service under the flag of E&S Tankers, a joint venture between JTE and the Norwegian Stolt-Nielsen Group. The triplets were built for Odfjell Tankers at Chonquin Chuandong in China in 2012/2013 and have since been operating in the East-Asian trade. JTE will take over the ships in January/February 2022 and bring them to Europe.

There is currently a good demand for cargo transport, so the ships will not have to sail in ballast during the voyage. In early January 2022, three members of staff from JTE will join each of the vessels to familiarise themselves with the technology on board to ensure a smooth handover.

Once the ships are under JTE control, they will be renamed and receive the Essberger names "Roland Essberger" (ex-"Bow Dalian"), "Coral Essberger" (ex-"Bow Fuling") and "Cuno Essberger" (ex-"Bow Nangang"). Roland is

(continued on page 2)

Michael Triskatis elected to the VDR board of directors

Dr Michael Triskatis, CFO and Speaker of the Board of the DAL/JTE Group, has been elected to the board of directors of the German Shipowners' Association (VDR). In this position he succeeds Dr Eberhart von Rantzau who has been a member of the presidential committee and of the board of directors of the VDR for almost 40 years. The VDR, established in 1907 in Hamburg, acts on behalf of 200 member companies and represents the German shipping industry in Berlin, Brussels, Geneva and on a global scale.

At the end of the year, we are experiencing a similar issue as last year: Covid-19. However, some parameters have changed. From a medical perspective we currently see an unprecedented rise of infections. Thanks to all our positive efforts we have so far managed to prevent the spreading of Covid-19 into our office and on board our ships. This remains a permanent challenge. We will have to continue to be vigilant.

From a business perspective, we are in a far better position. Following our companies' last year's negative result, we have managed to return to profitability. I am optimistic that we have the potential to be successful also in the years to come.

Southbound, the cargo volumes and freight rates have increased. Our "DAL Kalahari" keeps us independent of expensive charter rates. In turn, Essberger Dry Cargo's further 3 containerships are profiting from the improved charter market.

To secure our market leadership in the chemical trade we have sold 3 older vessels and invested in suitable younger 2nd-hand tonnage. After successful technical studies, such as tank-testing, we proceed with our tanker newbuilding project in China. Our joint venture E&S Tankers has brought together many synergies. Our internal Performance Programme has been completed, and we intend to contribute towards environmental protection. So, we are on the right course.

I thank all of you and I wish you a Merry Christmas and a prosperous New Year. My special greetings go to all our crews who are spending Christmas working on board.

Yours Eberhart von Rantzau

Triplet enlarges John T. Essberger fleet

(continued from page 1)
the name of the oldest brother of Managing Owners Dr Eberhart and Heinrich von Rantzau, who does not work at the company. There are two Cunos in the family: Cuno von Rantzau (1) is the father of the three Rantzau brothers and the husband of Liselotte von Rantzau-Essberger. Cuno von Rantzau (2) is the grandson of Heinrich von Rantzau, the son of his son Georg von Rantzau and the latter's wife Ann-Mari.

The first name "Coral" is an exception, since this is not a family member. Instead the ship will be named after the first "Coral Essberger" (2,498 dwt), which was built in Büsum (Germany) in 1981 and christened "Coral" following a special request by one of Essberger's customers. Incidentally, the first "Coral Essberger", meanwhile 40 years old (!) and now under the name of "Dnipro 7", is still operating in the Black Sea under Ukrainian flag. Jan Eghøj, Managing Director of Essberger Tankers, explains: "The three vessels fit nicely into our fleet portfolio. They will be operating mainly in the Mediterranean trade.

The enlargement of our Mediterranean fleet will enable us to take advantage of further opportunities in this trade as well as to offer our customers capacity for larger parcels in Northwest Europe and Baltic areas. With this purchase, we are delivering on our promise to our customers to continuously renew our fleet and remain committed for the long term."

Up to now chemical tanker "Bow Fulang" (9,200 dwt) was operating in Far East waters. Under her new name "Coral Essberger" she will be employed in the Mediterranean trade

"Coral Essberger" (2,498 dwt) was taken into service back in 1981. After more than 40 years she is still operating in the Black Sea

Technical specifications:
Motor tanker IMO Class 2
LOA 112.08 m, beam 18.50 m, draught 7.80 m, 14 stainless-steel tanks, 10,340 m³
Propulsion
1 MAN B&W type L32/40 four-stroke diesel type 5,438 PSe, 4,000 kW- 750 rpm,
14 knots, bow thruster B1-441
Complement 13 men

Covid-19: All you have to do to stay healthy on board – There is light at the end of the tunnel

These are the latest vaccination figures supplied by André Trommler, Head of Crewing: 697 or 67.7% of all our 1053 seafarers are vaccinated. 74% of all the present crew members on board are vaccinated. Thereof, 76% of those on tankers and 64% on dry cargo ships are vaccinated.

There are differences depending on the trade, especially on the dry cargo vessels in Asia and tankers in the Mediterranean Sea as in some areas no port vaccinations are possible. We also have some ships with or close to 100%. Still this is not good enough.

Mandatory vaccinations might soon be implemented

Just two more facts from Germany: Only 0.25% of the vaccinated population have become infected. Here, in an area where the incidence rate (number of infections per 100,000 people) is significantly higher, the rate is 937 among the unvaccinated whilst that among the vaccinated is just 63, 15 times lower and and the symptoms are much milder! But we need to do much better.

There are still no regulations in place to allow only vaccinated people to travel or to implement a general vaccine mandate. But it could come soon. Even here in Germany, where until now such discussions where completely out of question, this is not a taboo anymore. Also the shipping industry itself could implement such rules very soon.

We heard rumours that some seafarers felt unwelcome on board if they had not been vaccinated yet. But please let us remain reasonable and rather persuade our seafarers instead of discriminating them. The vaccination rate is still increasing so that we believe more and more seafarers will finally want to protect themselves and others. I do not think that we have crew members on board who believe Covid is not real and all is concocted by some mysterious organisations or by IT companies (the microchip implantation story).

Instead I think several of your colleagues still have not had access to any vaccines at all or to vaccines not approved by the WHO or EU. Others are generally afraid about the possible harm a vaccine may cause and they need more assurance that it is by far the lesser risk than contracting. Even Sputnik in Russia, now after a longer period in use, has turned out as safe as any other vaccine here in the EU. We should ignore any political games and chat news spreading online but when it comes to our safety to look at the facts.

Please talk to each other and encourage those coming on board to get vaccinated whenever there is an opportunity in port to get vaccinated. We will start that for "M/V Ulanga" and "M/V Ubena" with the next call in Singapore and I am confident that this will "boost" the 64% (see above for dry cargo) to 80% by the beginning of January. Talking about "boosting", this is another challenge coming soon as many seafarers will need to get the 2nd (after one J&J shot) or 3rd vaccination. KVNR Netherlands and our port agents will keep us informed if such campaigns will be launched in the near future.

Don't hesitate to ask for a booster shot

On the other hand, I think it does not harm to simply apply for a vaccination in one of the port vaccination centres, present the vaccination certificate and ask if a booster vaccination is possible. Alternatively, there are several cross-vaccinations available but we are not in the position to make such recommendations. This must be done by a doctor. In the Crew Service database we added a new item, "Covid Booster Vaccination", to distinguish it from the previous vaccinations. Stay healthy and protect others!

"We are enjoying a return and even an increase in general market activity"

E&S Tankers is a success/ Commercial Manager Malte Willer gives a positive outlook also in respect of John T. Essberger's ongoing fleet renewal and emphasises the importance of environmental, social and corporate governance

DAL/JTE NEWS: The joint venture E&S Tankers started with partner Stolt-Nielsen almost a year ago. Can you draw a conclusion?
MALTE WILLER: Despite the challenging circumstances brought on by Covid-19, the team managed to smoothly get E&S Tankers up and running. The initial implementation period, where cargo portfolios were merged and operational and commercial control was fully handed, ended even one month earlier than planned. This is a great testimony by both JTE and Stolt-Nielsen being equally satisfied with the set-up and trusting E&S Tankers with the full operational and commercial control in Hamburg.
DAL/JTE NEWS: What were the initial reactions when the news of the joint venture spread?
MALTE WILLER: The initial feedback from most customers was and remains positive. They knew that John T. Essberger and Stolt-Nielsen are owners with a reputation for quality. Both share the same values and prefer to create long-term partnerships with their clients. Very few customers were initially uncertain whether E&S Tankers would handle their special requirements the same way they were accustomed to. However, all concerns were addressed openly and thereafter never became an issue. This was also testified by a customer survey that we conducted towards the end of the year.
DAL/JTE NEWS: What is the perception of our fleet renewal programme?
MALTE WILLER: For me personally but also for our team and especially for our customers, it is great to see that our Owners are very committed to the European short-sea market, which will develop positively for owners and charterers who share long-term agreements with each other. The forecasted overall stainless-steel tonnage reduction in our segment will likely cause some disruptions in the coming years.

In that respect it is great to see that for our part we will not only receive at least four newbuildings as of mid-2023, but also John T. Essberger was further able to recently secure three young and sophisticated second-hand vessels from a quality operator. Overall, this was another great broadcast for us and the market.
DAL/JTE NEWS: You still travel a lot. Is personal contact to the customer side still important, even in times of Covid-19?
MALTE WILLER: Yes, travelling and meeting customers and brokers in person remains an integral part of our business. During the last months, we were busy catching up, since, for obvious reasons, travel was restricted for a long time. During the pandemic, we have learnt that MS Teams meetings are easy to set up, but the social aspects are missing, and this should not be underestimated. In future we expect more of a hybrid model, between virtual and personal meetings. Generally, when travelling, we always return with valuable information and feedback, which we feel is not always exchanged or transmitted the same way when meeting online.
DAL/JTE NEWS: We currently see a much stronger market. What about the future?
MALTE WILLER: 2020 started relatively well, whereby March 2020 was the best and the last good month of the previous year. Thereafter, when most economies shut down and imposed lockdown restrictions, many spot cargoes also came to a halt or reduced in volume. We could immediately feel this in our programme. Fortunately, the contracts were still running to a large extent. There was only one product that completely dried up, caused by lack of demand from the automotive industry. On the other hand, some other products increased in volume which are used in sanitisers and/or medical applications. In 2021, we started with a completely different fleet and cargo portfolio. A real value of the newly formed company E&S Tankers is that we could remove network inefficiencies between the two formerly separate fleets.

Malte Willer, Commercial Manager E&S Tankers, working in the Hamburg head office: "In-person meetings are highly valuable."

A lot of the positive developments and trends also come from internal work and optimisation. We are currently enjoying a return and even an increase in general market activity, and our prediction is that this lasts for a while. This forecast is underlined by the projected tonnage supply shortage of small stainless-steel tankers, below 13,000 dwt, with an age below 25 years, which gives us a favourable outlook and strong position with the new vessels coming.
DAL/JTE NEWS: Do you expect any changes in the chemical tanker short-sea trade?
MALTE WILLER: The market has returned to a higher frequency with healthy volumes being shipped. We do not see a huge shift in cargo patterns, since often we service robust supply chains, with either feedstock or final products. Based upon recent market studies, we expect a small but steady growth in the mature products, whereas other products such as renewable feedstock will enjoy greater growth rates. This is a trend that we expect to see, and we intend to benefit from it.
DAL/JTE NEWS: Environmental, social and corporate governance (ESG) is high on the Essberger agenda *(see page 8)*. Do you feel pressure from the customer side?
MALTE WILLER: Yes, definitely. In January this year, we had some initial MS Teams meetings with various producers in Europe, which at the time were very much focused on various ESG subjects on their side and were actively working on their Scope 1 & 2 emissions. However, their Scope 3 emissions were not yet on the radar. This has rapidly changed and, of course, we were prepared to actively develop a way to report and will improve our own and consequently also our customers' footprint. We will pursue this path and collaborate with our business partners to jointly tackle some of the existing bottlenecks, such as the availability of shore power for chemical tankers, which is currently nonexistent. Here we need to work together with producers, charterers and terminal operators to get an infrastructure in place that can provide renewable energy to tankers in port. This will drastically reduce local emissions and the total voyage emissions of our vessels, since one must bear in mind that our tankers in the European short-sea chemical trade spend about 50 per cent of the time in port.

“The results are stunning and the tank tests worth the effort”

Dejan Golub, Essberger Ship Management’s Newbuilding Manager on tank-testing the performance of new 6,600 dwt chemical tankers ordered in China/ Up to 35% better in consumption/ Optimised hull, engine and complete propulsion train

Energy efficiency is the keyword in times of high energy prices and strict environmental requirements. While in the past, chemical tankers were built according to designs taken from the shipyard drawer, John T. Essberger has taken a new approach to find a technically advanced design for the four new 6,600 dwt tankers to be built in China, in order to save fuel and reduce pollution caused by exhaust gases.

Dejan Golub is the Newbuilding Manager of the project. He has a Montenegro-Croatian family background and joined Essberger Ship Management back in 2018. As the son of a Master Mariner he has many years of experience in the shipping business and a proven record in newbuilding projects also with Chinese yards

Chinese yard will begin steel cutting in March 2022

So Essberger Ship Management, under technical expertise of Newbuilding Manager Dejan Golub, has turned to Dutch company MARIN – Maritime Research Institute – for the optimisation of basic hulls provided by designers and for various tank-testings of final ship models to find the ideal design before steel cutting of the first vessel begins in March 2022 in the Chinese yard.

“The results are stunning and worth the effort,” says Dejan Golub. “Compared to the current Essberger fleet our new chemical tankers will be 25% more fuel-efficient, and under certain operation modes up to 35% better in consumption. This is what the data shows. But I dare to say that in reality the performance of our new tankers might be even better. I really look forward to the first sea trials.”

The key to better performance is the optimisation of the hull and the complete engine and propulsion train. That means finding the right main engine for this type of vessel, plus the gearbox, that will turn the propeller shaft and the propeller itself at optimal speed to find the ideal performance points in the speed range our fleet is operating. In cooperation with engine supplier MAN, Essberger Ship Management developed a propulsion concept based on a propulsion idea used for fish trawler ship types, modified and adopted to the needs of a tanker.

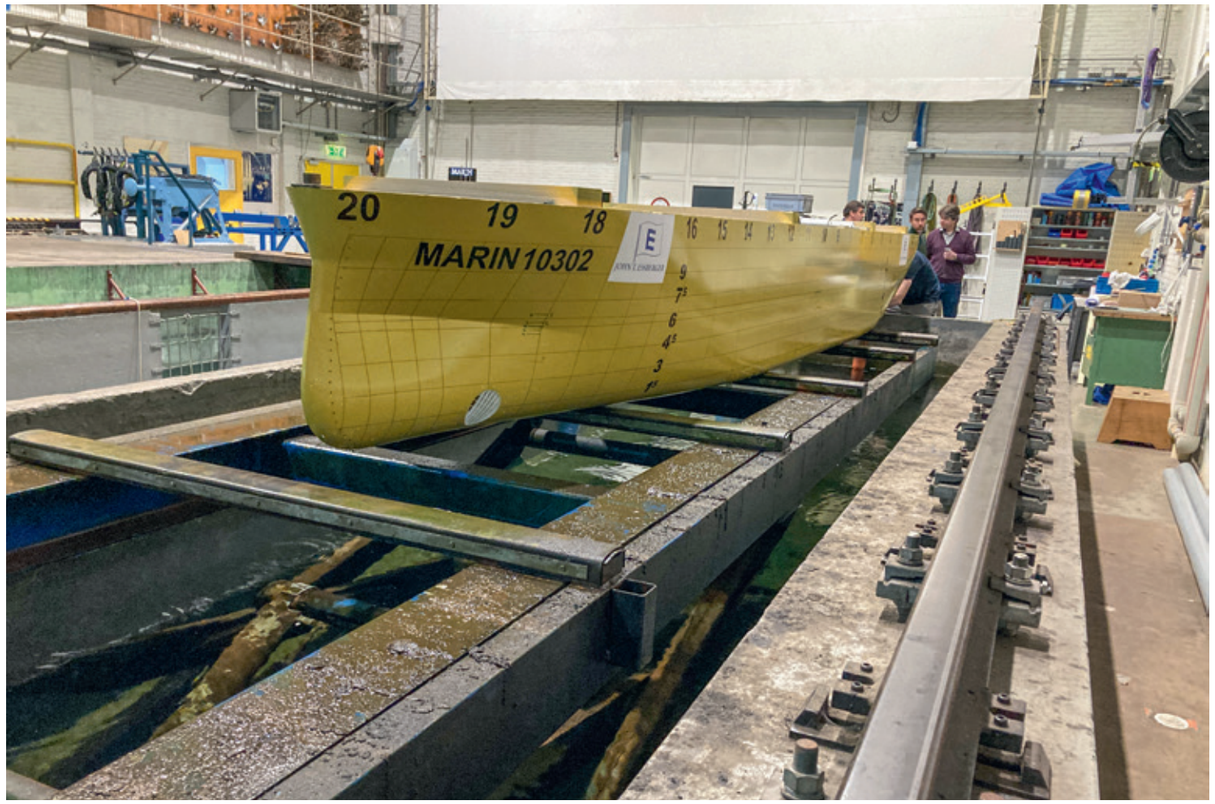
Golub: “In the past, our tankers were designed for a maximum speed over 14 knots (up to 15 knots), but our cruising speed never exceeds 12.5 knots. Our new ships are designed for slightly less speed – max. about 13.5 knots – and are therefore more fuel-efficient. These engines are the smallest dual-fuel engines produced by MAN but deliver more power than required for normal operation. However, since we are building the ships with Finnish 1A ice class we will need a little extra boost. We will install a smaller, more efficient type of engine than we did in the past for vessels of similar size, and will optimise the gearbox size and the speed of the output shaft.”

Looking at the ship’s model tank test, it is noticeable that the new tankers don’t feature a bulbous bow compared to the current fleet. Dejan Golub explains: “The bulb is integrated into the hull. To maintain the comparable low cruising speed, we don’t need the old-fashioned bulb. The flat-nose bow type provides excellent seakeeping abilities and a good wave pattern even under ballast conditions.”

For Finnish 1A ice class main engine needs boost

To eliminate the hull’s dragging force and to reduce the power demands, a lot of new ideas have gone into the design of an optimised aft of the vessels. This includes a newly developed propeller and a rudder bulb tuned to the propeller and ship’s stern to ensure a better water flow. There is still some potential for further improvements before the final system design will be forwarded to the yard in China.

As of the beginning of December, Essberger’s Owners’ Representative has joined the office in Hamburg. His name is Lars Skjelbred. He is a Chief Engineer from Norway and has vast experience as a project manager in on-site supervising the building of chemical tankers in China. Before he takes over his two-year job abroad he will get to know the Essberger Ship Management crew a little better and get familiar with this demanding project.



Massive tank test model of new 6,600-dwt chemical tanker at the MARIN institute in Holland. The bulb is integrated into the hull

Propeller shaft, propeller and rudder blade streamlined to reduce drag, well visible with the bulb on the forward edge of the blade

Collecting data in the tank while the model is being pulled through the channel under different stages of load

Different propellers, different colours, different efficiency. Forget the golden prop, the future is silver!

Whereabouts

December 2021

Ship's name	Master	First Mate	Chief Engineer
Agnes Essberger	Robert Waldon	Denis Vlasov	Piotr Popiel
Amalie Essberger	Piotr Bes	Ruslanas Karpovas	Adam Szwajka
Anneliese Essberger	Jan Ten Wolde	Onno Smit	Pieter Pasterkamp
Annette Essberger	Koen Ghysels	Wojciech Nowak	Artur Krupa
Birthe Essberger	Paulo Santos	Orhan Akyildiz	Andrzej Szyca
Caroline Essberger	Stephanus Frerichs	Willem Schot	Oebele Kooistra
Charlotte Essberger	Boguslaw Gajdowski	Roman Rybin	Sergey Panishev
Christian Essberger	Krzysztof Niedzielski	Robert Halicki	Jan Niewierowski
DAL Kalahari	Jaroslaw Maciuk	Mateusz Sierawski	Gleb Kolechkin
Dutch Aquamarine	Nicky Nicolaas Petrus Burger	Cornelis De Snaijer	Jan Sonneveld
Dutch Emerald	Hubertus Meulenberg	Krzysztof Maniecki	Steven Van Royen
Dutch Spirit	Sander De Bos	Els Impens	Arnoldus Eland
Ellen Essberger	Adam Krzyzykowski	Radoslaw Ewertowski	Miroslaw Szylobryt
Elsa Essberger	Stefan Grabowski	Dariusz Podsiadly	Aleksey Plyasukhin
Georg Essberger	Gocha Bezhanidze	Adrian Mariak	Tomasz Kozlowski
Gisela Essberger	Dariusz Swierkosz	Maksim Naumcik	Marek Ptasznik
Helga Essberger	Arkadiusz Duczynski	Daniel Szarzynski	Olegs Cerepanovs
Johann Essberger	Enrique Lopez	Ronald Jr. Llanos	Piotr Trusinski
John Augustus Essberger	Jaroslaw Spors	Andrejs Krutikovs	Ryszard Topolewski
Liesel Essberger	Antonio Petinga	Evgeniy Buzyrev	Ruslans Sokolovs
Lisa Essberger	Albertus Linthorst	Andre Steenbergen	Oleksandr Samusenko
Maersk Launceston	Pavlo Klyuyev	Noel Magcamit	Tomasz Jasinski
Nordic Nelly	Ingolf Debes	Patryk Poturalski	Romans Lazarevs
Nordic Nora	Frands Keller Nielsen	Hugo Joensen	Lars Karup Andreasen
Nordic Saga	Rogen Calledo	Miroslaw Majer	Fredrik Hollmén
Nordic Sira	Carlos Calderon Menendez	Marlon Bien Gonzaga	Timo Kustaa Lajunen
Nordic Sola	Kent Baregg	Waldemar Rzepka	Steinar Avløyp
Nordic Sund	Thierry Micha	Tomasz Kozyra	Roman Albul
Patricia Essberger	Maciej Kaminski	Szczepan Pachula	Grzegorz Topolewski
Philipp Essberger	Tomasz Rembisz	Jakub Nadaj	Vitor Belo
Theodor Essberger	Bartosz Selau	Blazej Czapiewski	Stefan Tudorache
Ubena	Eugeniusz Naciuk	Angie Mae Cagud	Evgeny Ryabchuk
Ulanga	Cezary Trzeciakiewicz	Aleksandr Popov	Costica Tuca
Ursula Essberger	Cornelis Lodder	Marcus Klein	Dmytro Polyavka
Wilhelmine Essberger	Thomas Kijzers	Eriks Ciblis	Roel Tichelaar

Aus der Reederei-Familie

Jubiläen

40 Jahre

Captain Nicolaas Van den Belt, 11.11.1981

25 Jahre

Alfonso De Guzman Rodas, *CCK*, 16.12.1996

Romeo Dumangcas Tubal, *2/E*, 16.12.1996

Jonathan Mallon Talavera, *PMP*, 17.12.1996

Besondere Geburtstage

85 Jahre

Hans Grimm, *Pensionär*, 29.12.1936

80 Jahre

Edeltraud Braune, *Pensionärin*, 16.11.1941

75 Jahre

Kapt. Michael Prahst, *Pensionär*, 24.11.1946

Kapt. Josef G. Stingl, *Pensionär*, 18.01.1947

65 Jahre

Dierk Herrmann, *Es&S Tankers*, 22.11.1956

60 Jahre

Zoran Zambata, *C/E*, 01.11.1961

Torsten Glöckner, *Trades*, 14.11.1961

Torsten Radtke, *Liner Business Application Engineering*, 29.11.1961

Zygmunt Dobrzyniewski, *C/E*, 21.12.1961

Orestes Jr Bautista Gregorio, *CCK*, 07.01.1962

Christian Sieh, *Facility Management*, 10.01.1962

Mario Huevos Calim, *CCK*, 14.01.1962

50 Jahre

Allan Woody Caadan Comprado, *CCK*, 15.12.1971

Rolando Borcelas Cardines, *PMP*, 18.01.1972

Neue Mitarbeiter an Land

Katrin Kundoch, *DAL*

Maria Nörenberg, *DALSA*

Geheiratet hat

Maren Heitling (ehem. Radinsky), 18.09.2021

Wir gratulieren zur Geburt eines Kindes

Christian Vang, Sohn Brando Theodor, September 2021

Isabelle Voß, Sohn Mattheo, Oktober 2021

Wir gedenken

Gudrun Müller-Petersen (DAL), Oktober 2021

Ingo Witte (Pensionär JTE), September 2021

Welcome Penelope

What a sweet little girl! On 18 October 2021 at 07.11 hours Elena Alicia Penelope was born to Christian Albrecht von Rantzau and his wife Nofretete von Rantzau-Gaillard. The family currently works and lives with their firstborn son Vito on the Indian Ocean island of Mauritius. Christian Albrecht von Rantzau is the youngest son of the Group's Managing Owner Heinrich von Rantzau and his wife Annette. Congratulations to the von Rantzau family!

What do EEXI and CII mean?

In order to achieve ambitious international efforts to global warming reducing CO_2 emissions, the International Maritime Organisation (IMO) has recently adopted two major regulations, which will heavily impact shipping in the coming years: The Energy Efficiency Index for Existing Ships (EEXI) and the Mandatory Operational Carbon Intensity Indicator (CII).

The additional MARPOL measures framework requires ships to reduce their greenhouse gas emissions. The greenhouse gas (GHG) strategy sets ambitious goals to reduce CO_2 emissions from international shipping as soon as possible. The annual emissions are to be reduced by at least 50% by 2050 in comparison to 2008.

Ship energy efficiency, ton CO_2/ton per mile cargo, has to be reduced by an average of at least 40% by 2030 and 70% by 2050, also in comparison to 2008. Strategic and goal reviews will be conducted in 2022/23, ensuing higher ambitions can well be expected. The vision is to decarbonise shipping as soon as possible and within this century.

After a hard day's work

Essberger Ship Management's annual strategy meeting was organised in the SIDE Design Hotel in Hamburg. Main topics: Fleet performance review, setting and aligning of priorities for 2022 and budget 2022. Participants: Tina Doescher, Bernd Schlarmann, Sergiu Bondoc, André Rimmel, Thomas David, André Trommler, Niall Mushet, René Hogrefe, Dejan Golub, Torsten Doernte and Johan Isaksen. After a hard day's work all the participants met for a happy, tasty meal as shown on the image

DAL picture on a box seen on Amrum

What a surprise for Mrs Sylvia Braekling-Stuemer, Managing Director of DAL Schiffahrtsagentur (DALSA), while on vacation on the North Sea island of Amrum. She ran into a telecommunication distribution box with a familiar looking picture displaying a familiar motive. The picture on the box shows a "Karonga"-type vessel (8,614 GRT) introduced by Deutsche Afrika-Linien into the South Africa trade in the mid-1960s. Clearly visible in the background is Table Mountain and Cape Town. It's quite common in Germany to paint teleboxes to add some colour to an otherwise grey metal box. Not so surprising: This box was painted by Arno Schermer, a former employee of Deutsche Afrika-Linien who lives nearby with his family.

For more information on the **DAL/JTE Group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office
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Essberger & Stolt Tankers Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, email: chartering@es-tankers.com

Photo: Andreas Vallbracht

Pleasure and duty: Hamburg's world famous concert hall "Elbphilharmonie" invites music lovers, while chemical tanker "Lisa Essberger" (8,600 dwt) is on duty, loading at the Sasol plant on the opposite side of the river Elbe

ESG – Environmental social governance is high on our company's agenda

This is how we structure our approach to sustainability, for example by identifying, setting and monitoring goals

Sustainability is a shared responsibility – we are committed to doing our part while enabling our partners to reach their sustainability targets. DAL/JTE Group had invested in the past in the reduction of CO_2 emissions, use of environmentally friendly materials for ship and container build and operation, the support of communities in South Africa, and is willing to do so in the future with the compliance of Global Governance Rules, as fair and reliable employer in Europe and South Africa and the willingness to further work on the ambitious target of carbon neutrality by 2050.

What has so far been running by the name of "sustainability" we now call "ESG" (environmental social and corporate governance). Why? The company's Senior Sustainability Officer Dierk Herrmann explains: "Although not strictly correct, Sustainability tends to be seen as an umbrella term for the protection and thus sustainability of the environment, climate protection, biodiversity and natural resources, etc.

Meanwhile, ESG is about the way we structure our approach to sustainability, for example by identifying, setting and monitoring goals. ESG also provides not only for environmental concerns, but all aspects of how businesses affect the world. In fact, the financial community tends to talk more about ESG factors these days, rather than sustainability. Those assessing investment risk need to ensure the whole picture is presented to them for interpretation."

High-level roadmap for strategic development

E&S Tankers has developed a high-level roadmap for strategic ESG development. Completed in June 2021, the road-mapping exercise has identified various categories of ESG activity which are strategically important and of urgence for E&S.

The categories address opportunity areas where E&S can improve ESG performance and indeed by doing so offer a differentiated service to our customers. They are designed to:
a) Most importantly, empower all employees and partners to act towards zero negative impact to the environment and society, across value chains, while moving beyond compliance in all areas of our stakeholders' interaction.
b) Provide unique shared value to customers who are themselves driving hard for ESG factor improvements.
c) Positioning E&S to provide a service in a manner appropriate to an industry in transition and, moreover, with an intention to lead the segment in ESG ambition and results.

The roadmap categories are populated with project workstreams which form the ESG programme. Currently the programme is being handled in Trello, a web-based interactive project management platform.

Dierk Herrmann: "We are now in the process of defining and implementing these workstreams to be up and running by the end of 2021. As a strategic dimension, the ESG programme is dynamic, requiring continuous evaluation improvement and flexibility. Some workstreams have clear links to future compliance demands, while some are more relevant as commercial levers.

However, all workstreams are important for the organisation's need to take ownership of ESG, clarifying alignment with the United Nations Sustainable Development goals and similar important initiatives." The details of the ESG programme under development within E&S hold a degree of relevance for Deutsche Afrika-Linien (DAL). The development of a group-wide baseline ESG training is underway. This will be available for all on our IT platform.

Further in-person training is being considered for specific departments or roles. DAL, drawing upon the E&S development work will also be implementing a tailored ESG programme. Group commitments will cover an overall ambition across the business areas. This overall ambition will be declared in statements which are currently under development. We can expect a regular internal ESG newsletter which will serve to update on progress and help keep the ball rolling.